HOW WILL SOUND TRANSIT WORK WITH PROPERTY OWNERS?

Field Work

- During conceptual and preliminary engineering, Sound Transit will observe and count traffic, study natural resource and land use, monitor noise, and take photographs.
- This work will require individual rights of entry within public and private properties. All properties requiring rights of entry will be contacted by Sound Transit representatives.

Property owners whose property may be acquired under any of the alternatives considered will be contacted prior to the publication of the Draft Environmental Impact Statement (EIS) and Final EIS.

Field Work

- During final design, Sound Transit will test soil conditions and ground water levels, conduct field surveys, and perform utility locates.
- This work will require individual rights of entry within public and private properties. All properties requiring rights of entry will be contacted by Sound Transit representatives.

Property Acquisition Process*

Typically, after the 60% design milestone, the Sound Transit Board approves right-of-way authorization identifying which properties will be necessary to build and operate the project.

1. Right of Way Identified

Real property personnel will work with civil engineers to identify full or partial property acquisitions and property rights needed to build the project.

2. Board Meeting Notice

Sound Transit will notify property owners of the Sound Transit Board meeting where the Board will authorize property purchases.

3. Appraisal/Review Process

Independent appraiser contacts property owner to schedule appraisal. Appraisal will then be reviewed by Sound Transit to determine compensation for property.

4. Written Offer

Property owner receives written offer with copy of reviewed appraisal. Sound Transit will make reasonable efforts to acquire real property expeditiously through voluntary agreements based on appraised fair market value.

5. Conclude Property Purchase

Sound Transit purchases property.

Construction

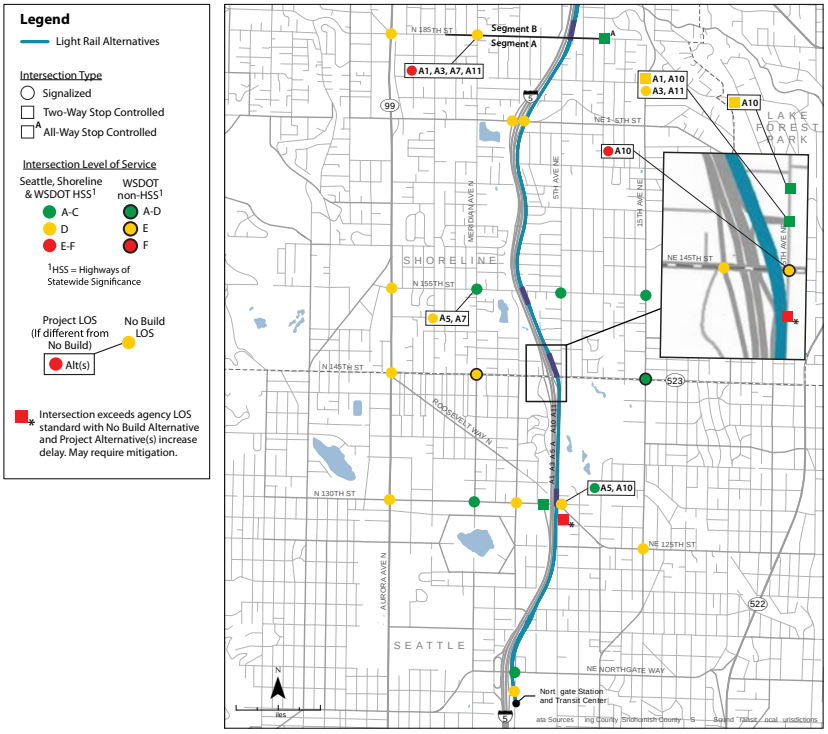
- Sound Transit is committed to maintaining open communication with nearby property owners before and during construction.
- There will be multiple public involvement opportunities and ways to stay informed throughout construction.
- Sound Transit will work with property owners throughout construction to provide property access and facilitate access rights needed during construction sequencing.

***Note:** The property acquisition process typically occurs after the 60% design milestone. This is when design has progressed to determine which properties, and how much of the property, needs to be purchased.

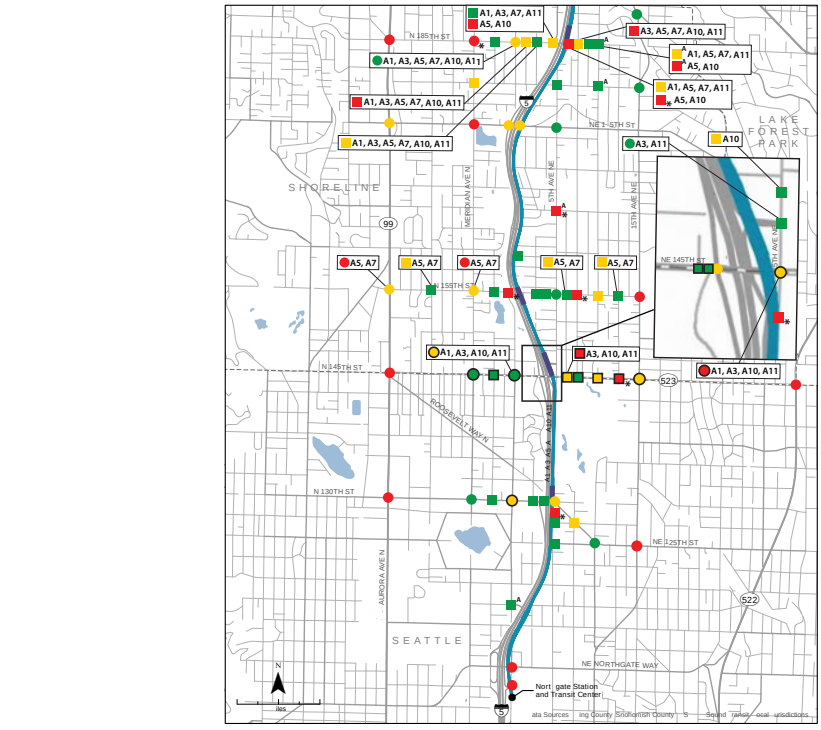
SOUNDTRANSIT

TRAFFIC IMPACTS IN SEGMENT A

AM PEAK PERIOD



PM PEAK PERIOD



SOUNDTRANSIT
RIDE THE WAVE

TRAFFIC IMPACTS IN SEGMENT B AND C

AM PEAK PERIOD

Legend

Light Rail Alternatives

Intersection Type
- Signalized
- Two-Way Stop Controlled
- A All-Way Stop Controlled

Intersection Level of Service

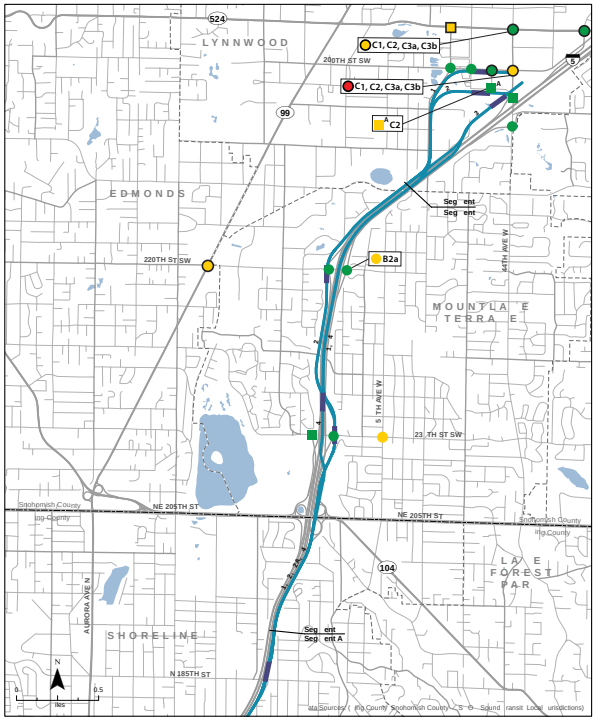
Seattle, Shoreline & WSDOT HSS[1]	WSDOT non-HSS[1]
A-C	A-D
D	E
E-F	F

[1]HSS = Highways of Statewide Significance

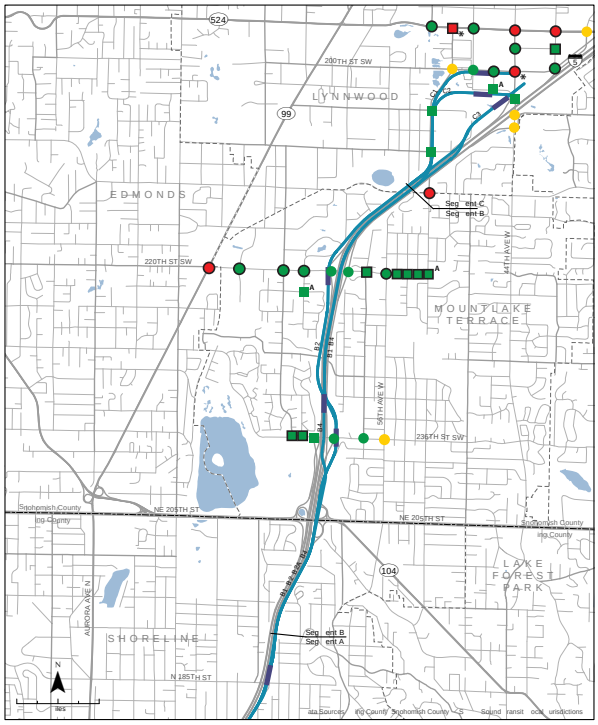
Project LOS (If different from No Build) — Alt(s)

No Build LOS

* Intersection exceeds agency LOS standard with No Build Alternative and Project Alternative(s) increase delay. May require mitigation.

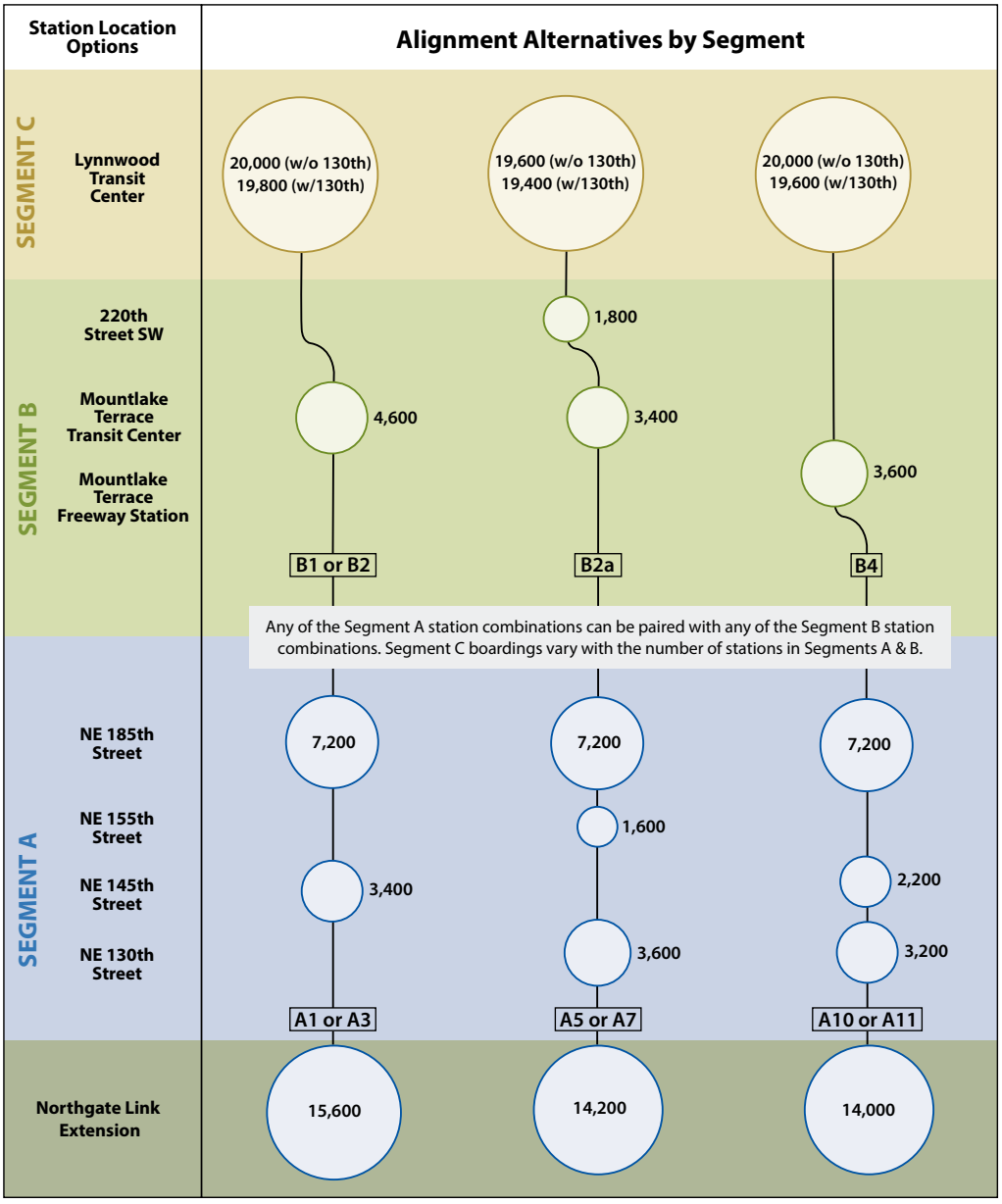


PM PEAK PERIOD



SOUNDTRANSIT
RIDE THE WAVE

DAILY STATION BOARDINGS



x,xxx Daily Station Boardings
(Size of circle represents relative magnitude)

TRANSIT TRAVEL TIMES

AM PEAK PERIOD

Southbound (minutes) for Forecast Year 2035

	FROM SHORELINE		FROM LYNNWOOD	
Destination	**No Build Alternative**	**Light Rail Alternatives**	**No Build Alternative**	**Light Rail Alternatives**
Northgate	10	3-4	26	14-16
University of Washington	22	11-12	38	22-24
Capitol Hill	26	14-15	42	25-27
Downtown Seattle	22	16-17	43	27-29
Sea-Tac Airport	63	51-52	79	62-64
Downtown Bellevue	53	41-42	55	52-54
Overlake	63	51-52	79	62-64

PM PEAK PERIOD

Northbound (minutes) for Forecast Year 2035

	TO SHORELINE		TO LYNNWOOD	
Destination	**No Build Alternative**	**Light Rail Alternatives**	**No Build Alternative**	**Light Rail Alternatives**
Northgate	10	3-4	24	14-16
University of Washington	22	11-12	36	22-24
Capitol Hill	26	14-15	40	25-27
Downtown Seattle	26	16-17	42	27-29
Sea-Tac Airport	63	51-52	77	62-64
Downtown Bellevue	53	41-42	64	52-54
Overlake	63	51-52	77	62-64

Note: The No Build Alternative transit travel times include estimated transfer times where relevant. Actual total transit travel times would vary based on how people access transit, as well as their wait times.

NOISE

POTENTIAL NOISE SOURCES FROM THE PROJECT

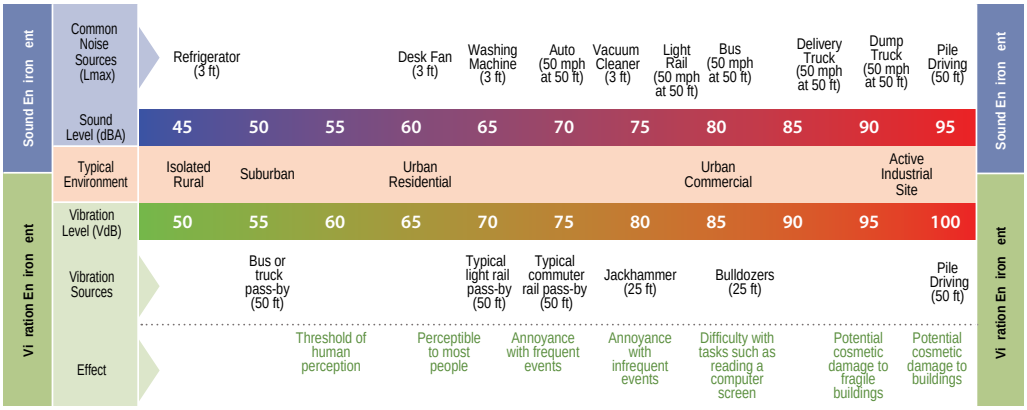
- Interaction of wheels and rails
- Warning devices
- Rail substructure vibration
- Operation of traction power substations
- Park and Rides
- Altering existing noise walls along I-5

SOUND TRANSIT NOISE POLICY

Sound Transit's policy is to mitigate noise impacts by using a prioritized approach.

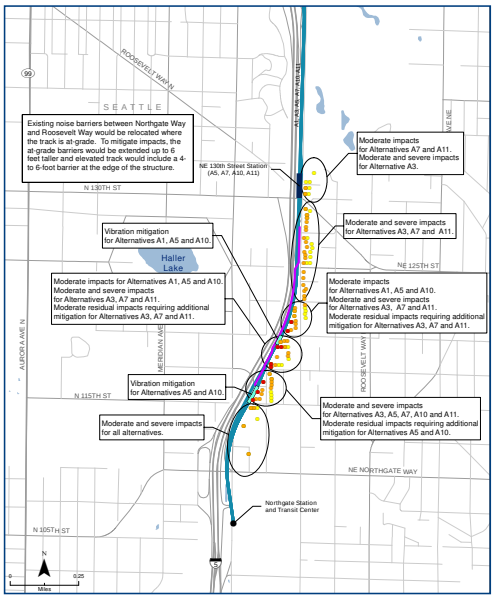
Noise wall

Noise mitigation on guideway

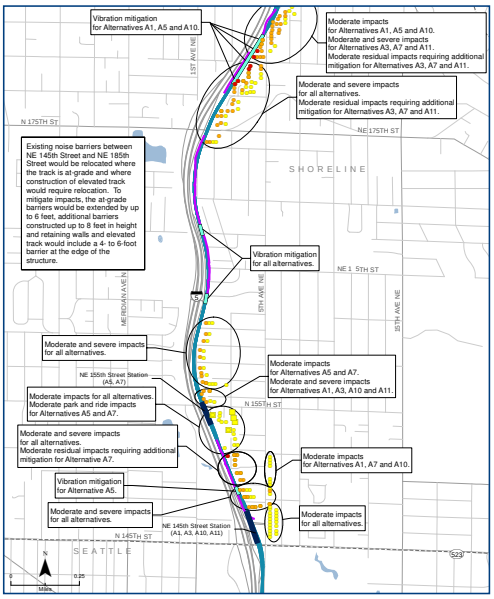

Sound Environment
Vibration Environment
Common Noise Sources (Lmax)
Refrigerator (3 ft)
Desk Fan (3 ft)
Washing Machine (3 ft)
Auto (50 mph at 50 ft)
Vacuum Cleaner (3 ft)
Light Rail (50 mph at 50 ft)
Bus (50 mph at 50 ft)
Delivery Truck (50 mph at 50 ft)
Dump Truck (50 mph at 50 ft)
Pile Driving (50 ft)
Sound Level (dBA)
45 50 55 60 65 70 75 80 85 90 95
Typical Environment
Isolated Rural
Suburban
Urban Residential
Urban Commercial
Active Industrial Site
Vibration Level (VdB)
50 55 60 65 70 75 80 85 90 95 100
Vibration Sources
Bus or truck pass-by (50 ft)
Typical light rail pass-by (50 ft)
Typical commuter rail pass-by (50 ft)
Jackhammer (25 ft)
Bulldozers (25 ft)
Pile Driving (50 ft)
Effect
Threshold of human perception
Perceptible to most people
Annoyance with frequent events
Annoyance with infrequent events
Difficulty with tasks such as reading a computer screen
Potential cosmetic damage to fragile buildings
Potential cosmetic damage to buildings

POTENTIAL NOISE AND VIBRATION IMPACTS

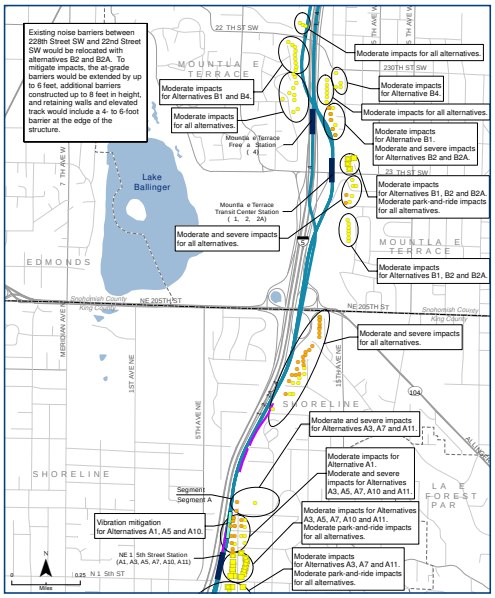
Northgate Station to NE 130th St.


Existing noise barriers between Northgate Way and Roosevelt Way would be relocated where the track is at-grade. To mitigate impacts, the at-grade barriers would be extended up to 6 feet taller and elevated track would include a 4- to 6-foot barrier at the edge of the structure.
NE 130th Street Station (A5, A7, A10, A11)
Moderate impacts for Alternatives A7 and A11. Moderate and severe impacts for Alternative A3.
Moderate and severe impacts for Alternatives A3, A7 and A11.
Vibration mitigation for Alternatives A1, A5 and A10.
Haller Lake
Moderate impacts for Alternatives A1, A5 and A10. Moderate and severe impacts for Alternatives A3, A7 and A11. Moderate residual impacts requiring additional mitigation for Alternatives A3, A7 and A11.
Moderate impacts for Alternatives A1, A5 and A10. Moderate and severe impacts for Alternatives A3, A7 and A11. Moderate residual impacts requiring additional mitigation for Alternatives A3, A7 and A11.
Vibration mitigation for Alternatives A5 and A10.
Moderate and severe impacts for all alternatives.
Moderate and severe impacts for Alternatives A3, A5, A7, A10 and A11. Moderate residual impacts requiring additional mitigation for Alternatives A5 and A10.
Northgate Station and Transit Center
SEATTLE
N 130TH ST
NE 125TH ST
N 115TH ST
N 105TH ST
NE NORTHGATE WAY
ROOSEVELT WAY N
AURORA AVE N
MERIDIAN AVE
ROOSEVELT WAY NE
1ST AVE NE

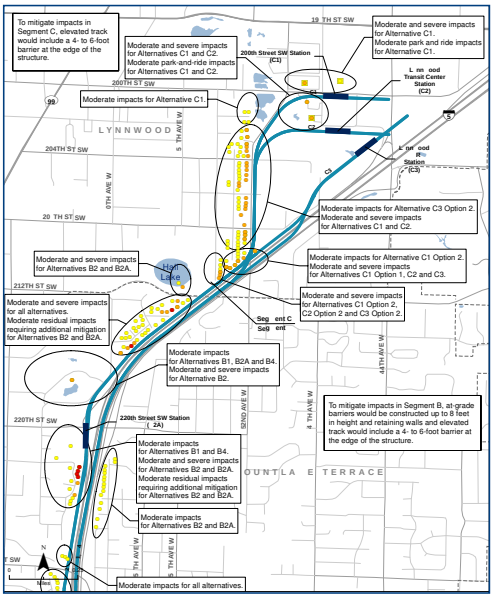
NE 145 St. to NE 185th St.


Vibration mitigation for Alternatives A1, A5 and A10.
Moderate impacts for Alternatives A1, A5 and A10. Moderate and severe impacts for Alternatives A3, A7 and A11. Moderate residual impacts requiring additional mitigation for Alternatives A3, A7 and A11.
Moderate and severe impacts for all alternatives. Moderate residual impacts requiring additional mitigation for Alternatives A3, A7 and A11.
Existing noise barriers between NE 145th Street and NE 185th Street would be relocated where the track is at-grade and where construction of elevated track would require relocation. To mitigate impacts, the at-grade barriers would be extended by up to 6 feet, additional barriers constructed up to 8 feet in height and retaining walls and elevated track would include a 4- to 6-foot barrier at the edge of the structure.
Vibration mitigation for all alternatives.
Moderate and severe impacts for all alternatives.
NE 155th Street Station (A5, A7)
Moderate impacts for Alternatives A5 and A7. Moderate and severe impacts for Alternatives A1, A3, A10 and A11.
Moderate impacts for all alternatives Moderate park and ride impacts for Alternatives A5 and A7.
Moderate and severe impacts for all alternatives. Moderate residual impacts requiring additional mitigation for Alternative A7.
Moderate impacts for Alternatives A1, A7 and A10.
Vibration mitigation for Alternative A5.
Moderate and severe impacts for all alternatives.
NE 145th Street Station (A1, A3, A10, A11)
Moderate impacts for all alternatives.
SHORELINE
SEATTLE
N 175TH ST
NE 175TH ST
NE 155TH ST
N 145TH ST
1ST AVE NE
5TH AVE NE
15TH AVE NE
MERIDIAN AVE N
523

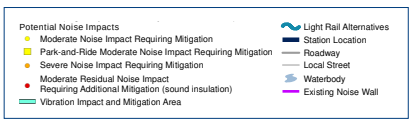
NE 185th St. to Mountlake Terrace


Existing noise barriers between 228th Street SW and 22nd Street SW would be relocated with alternatives B2 and B2A. To mitigate impacts, the at-grade barriers would be extended by up to 6 feet, additional barriers constructed up to 8 feet in height, and retaining walls and elevated track would include a 4- to 6-foot barrier at the edge of the structure.
Moderate impacts for all alternatives.
Moderate impacts for Alternatives B1 and B4.
Moderate impacts for all alternatives.
Moderate impacts for Alternative B4.
Moderate impacts for all alternatives.
Moderate impacts for Alternative B1. Moderate and severe impacts for Alternatives B2 and B2A.
Moderate impacts for Alternatives B1, B2 and B2A. Moderate park-and-ride impacts for all alternatives.
Moderate and severe impacts for all alternatives.
Moderate impacts for Alternatives B1, B2 and B2A.
Lake Ballinger
MOUNTLAKE TERRACE
EDMONDS
SHORELINE
LAKE FOREST PARK
Moderate and severe impacts for all alternatives.
Moderate and severe impacts for Alternatives A3, A7 and A11.
Moderate impacts for Alternative A1. Moderate and severe impacts for Alternatives A3, A5, A7, A10 and A11.
Moderate impacts for Alternatives A3, A5, A7, A10 and A11. Moderate park-and-ride impacts for all alternatives.
Vibration mitigation for Alternatives A1, A5 and A10.
Moderate impacts for Alternatives A3, A7 and A11. Moderate park-and-ride impacts for all alternatives.
NE 185th Street Station (A1, A3, A5, A7, A10, A11)
Segment A
Segment
22 TH ST SW
230TH ST SW
23 TH ST SW
NE 205TH ST
N 1 5th ST
7 TH AVE W
5 TH AVE W
1ST AVE NE
5TH AVE NE
15TH AVE NE
MERIDIAN AVE
104

220th St. SW to Lynnwood


To mitigate impacts in Segment C, elevated track would include a 4- to 6-foot barrier at the edge of the structure.
Moderate and severe impacts for Alternatives C1 and C2. Moderate park-and-ride impacts for Alternatives C1 and C2.
Moderate impacts for Alternative C1.
Moderate and severe impacts for Alternative C1. Moderate park and ride impacts for Alternative C1.
L nn ood Transit Center Station (C2)
L nn ood Station (C3)
Moderate impacts for Alternative C3 Option 2. Moderate and severe impacts for Alternatives C1 and C2.
Moderate impacts for Alternative C1 Option 2. Moderate and severe impacts for Alternatives C1 Option 1, C2 and C3.
Moderate and severe impacts for Alternatives C1 Option 2, C2 Option 2 and C3 Option 2.
Moderate and severe impacts for Alternatives B2 and B2A.
Moderate and severe impacts for all alternatives. Moderate residual impacts requiring additional mitigation for Alternatives B2 and B2A.
Moderate impacts for Alternatives B1, B2A and B4. Moderate and severe impacts for Alternative B2.
Moderate impacts for Alternatives B1 and B4. Moderate and severe impacts for Alternatives B2 and B2A. Moderate residual impacts requiring additional mitigation for Alternatives B2 and B2A.
Moderate impacts for Alternatives B2 and B2A.
To mitigate impacts in Segment B, at-grade barriers would be constructed up to 8 feet in height and retaining walls and elevated track would include a 4- to 6-foot barrier at the edge of the structure.
Moderate impacts for all alternatives.
220th Street SW Station (C1)
220th Street SW Station (2A)
LYNNWOOD
MOUNTLAKE TERRACE
19 TH ST SW
204TH ST SW
20 TH ST SW
212TH ST SW
220TH ST SW
99
5 TH AVE W
6TH AVE W
7 TH AVE W
9 TH AVE W
44TH AVE W
SR99 AVE W

Legend



SOUNDTRANSIT

POTENTIAL IMPACTS TO PARKS

Ridgecrest Park

(All segment A alternatives)

Shoreline Park and Stadium

(Alternative A1 only)

Scriber Creek Park

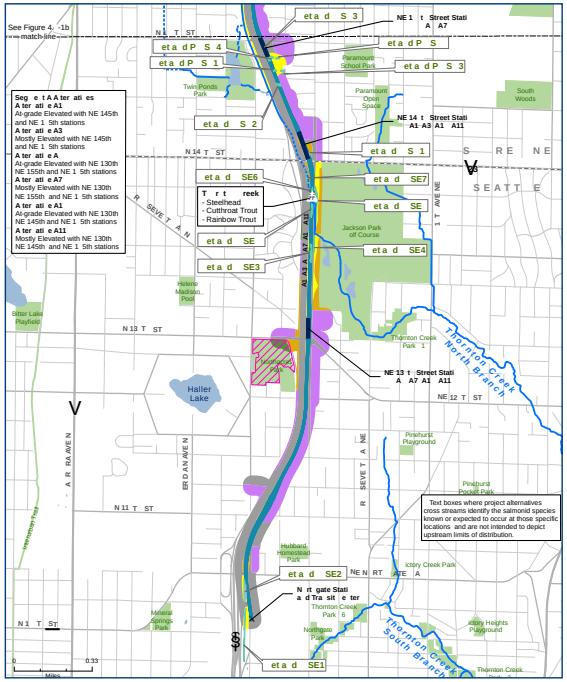
(Alternatives C1 and C2 only)

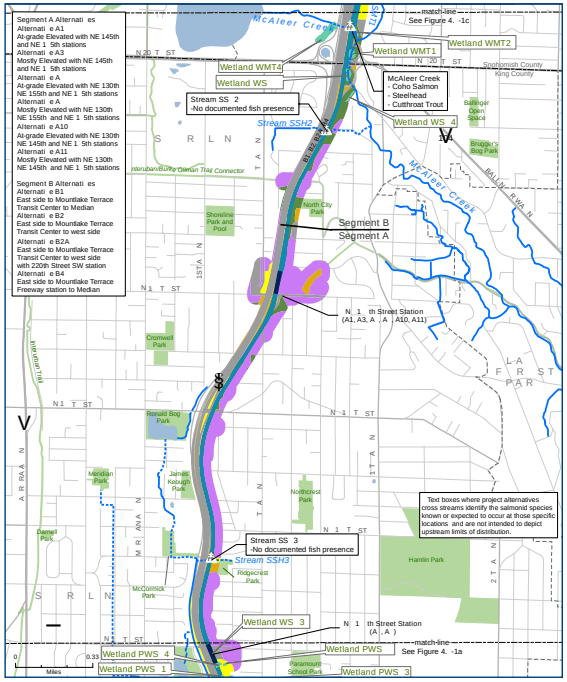
Legend

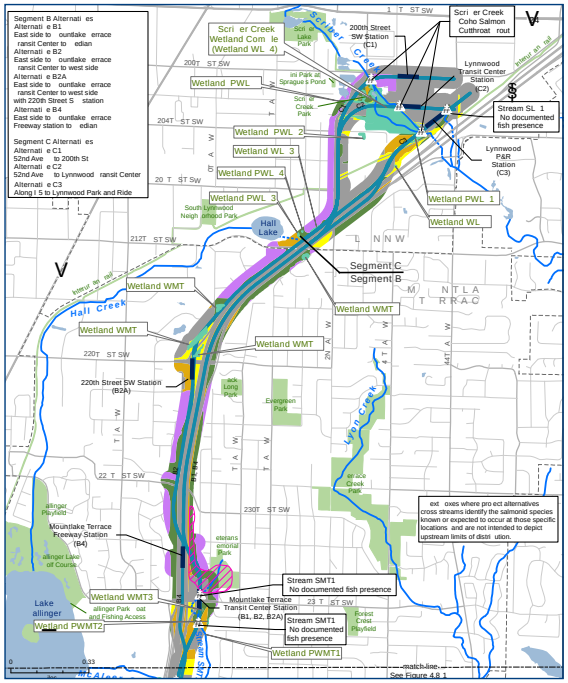
- Potentially Affected Park and Recreation Facility
- Impact
- Alternative
- Scriber Creek Trail

SOUNDTRANSIT

ECOSYSTEM RESOURCES







Legend

- Light Rail Alternatives
- Station Location
- City Boundary
- County Boundary
- Waterbody
- Park
- WDFW Priority Habitat Area
- Stream Crossing
- Open Stream
- Piped Stream
- Wetland *(Asterisks denote wetlands sub ect to potential long-term impacts under one or more of the pro ect alternatives)*

Land Cover Types in the Study Area

- Forest
- Shrub
- Maintained egetation
- Residential
- Urban
- Open Water

SOUNDTRANSIT

WHAT IS TOD?

Transit-oriented development (or TOD) is planning and building a mix of housing, business and other amenities close to transit stations.

When clustered around a station, TOD increases ridership by making it easier for people to use transit, supports local businesses and makes neighborhoods better places to live, work and spend time.

Sound Transit participates in TOD by:

- **Assessing opportunities for development of Sound Transit facilities and on property no longer needed for a transit project.**
- **Working cooperatively with communities to facilitate TOD in areas around Sound Transit facilities, where appropriate.**

Station Area	Overall TOD Potential (based on current conditions)
200th Street SW Station (Lynnwood)	
Lynnwood Transit Center Station (Lynnwood)	
Lynnwood Park-and-Ride Station (Lynnwood)	
220th Street SW Station (Mountlake Terrace)	
Mountlake Terrace Freeway Station (Mountlake Terrace)	
Mountlake Terrace Transit Center Station (Mountlake Terrace)	
NE 185th Street Station (Shoreline)	
NE 155th Street Station (Shoreline)	
NE 145th Street Station (Shoreline)	
NE 130th Street Station (Seattle)	
Northgate Station (Seattle)	

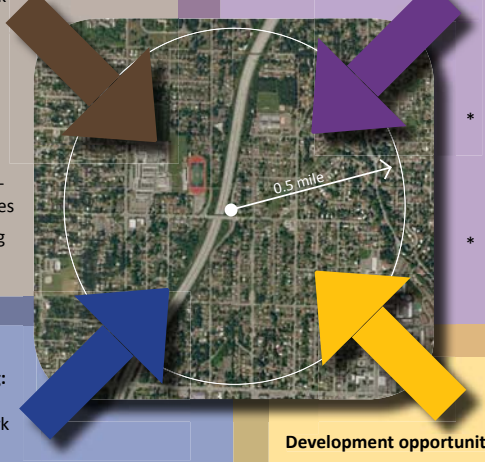
Assessed Potential

Limited Moderate Strong

TOD POTENTIAL

STATION AREA TRANSIT-ORIENTED DEVELOPMENT (TOD) POTENTIAL

Areas around proposed stations along Lynnwood Link Extension were assessed for TOD potential based on the factors outlined below. A station area with strong TOD potential would have the following characteristics:



Existing conditions that are transit-supportive including:

* High population and employment within a 15-minute walk
* Strong urban design features
* Pedestrian amenities
* Commercial and multi-family buildings with well-proportioned facades and pedestrian-oriented street level uses
* Balanced mix of existing land uses

Transit-supportive plans and policies in place, including:

* Adopted plans and policies with specific transit-supportive policies
* Development requirements that could include parking reductions near transit or other parking measures
* Development requirements that support density such as appropriate building heights, densities, and FAR
* Special transit-supportive requirements such as overlay districts or zoning modifications near stations
* Design guidelines specifically addressing transit-supportive design

Station access supporting non-motorized patrons including:

* Street and sidewalk network connecting to the station with minimal barriers and a small block pattern
* Far-reaching walk and bike sheds
* Short walk distance, sidewalks, compatible adjacent land uses, and a high-quality walk between an activity center and the station
* Bicycle facilities connecting to the station
* Major existing transit facilities at or near the station
* Existing frequent and reliable connecting transit routes

Development opportunities including:

* Parcels with low improvement-to-total assessed value ratios
* Existing uses that are transit-supportive (multifamily, multi-story office, pedestrian-oriented retail, mixed use development)
* Limited topography issues and/or physical barriers
* Availability of larger developable parcels
* Consolidated property ownership
* Demand for office, multifamily housing, retail and hospitality based on preliminary market assessment

TOD is a land development pattern that supports transit use. **TOD** consists of public and private development projects that create dense, pedestrian-oriented environments with a mix of land uses and activities at and around transit facilities.
- Proposed Sound Transit TOD Policy

PARTNER AND COOPERATING AGENCIES

While Sound Transit is the lead agency under the State Environmental Policy Act on the Lynnwood Link Extension, many other local, state and federal agencies play a role.

PARTNERS

The Federal Transit Administration (FTA) is the lead agency under the National Environmental Policy Act and partnered with Sound Transit on the Draft EIS.

U.S. Department of Transportation
Federal Transit Administration

SOUNDTRANSIT

COOPERATING AGENCIES

The following federal, state and local agencies provided comments and support to Sound Transit during the development of the Draft EIS.

U.S. Department of Transportation
Federal Highway Administration

City of Seattle

US Army Corps of Engineers

CITY OF SHORELINE

Washington State Department of Transportation

City of Mountlake Terrace

King County

CITY OF EDMONDS Inc. 1890

Snohomish County Washington

LYNNWOOD WASHINGTON